

Wisconsin Department of Transportation
GENERAL ECONOMICS IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from the first Basic Sheet
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1) Describe, briefly, the existing economic characteristics of the area around the project. This could include type(s) of farming, retail or wholesale businesses, manufacturing, tourism, or other elements contributing to the area's economy and potentially affected by the project.

The Proposed Action is located in Dunn and Chippewa Counties in west-central Wisconsin.

As Table 2, Economic Characteristics of the Project Study Area shows, the top three employers by industry are consistent between towns and counties. Educational services, retail trade, and manufacturing are the dominant employment industries. Median household income ranges from a low of \$36,513 in the village of Elk Mound to a high of \$52,692 in the town of Wheaton.

Dunn County is bordered by Barron County to the north, St. Croix County to the west, Pepin County to the south, and Chippewa County to the east. The county has a total land area of 852 square miles (1,370 km²) that represents 1.5% of the total state land area. The county had a year 2000 population of 39,858. The largest municipality in the county is the city of Menominee. See Table 3, Dunn County Demographic Comparison, for a demographic comparison of the Dunn County communities.

Chippewa County is bordered by Rusk County to the north, Dunn County to the west, Eau Claire County to the south, and Taylor County to the east. The county has a total land area of 1,025 square miles (1,649 km²) that represents 1.8% of the total state land area. The county had a year 2000 population of 55,195. The largest municipality in the county is the city of Chippewa Falls. See Table 4, Chippewa County Demographic Comparison for a demographic comparison of the Chippewa County communities.

Table 2, Economic Characteristics of the Project Study Area					
	Chippewa County	Town of Wheaton	Dunn County	Town of Elk Mound	Village of Elk Mound
Total Number of People Employed (2000)	27,582	1,300	22,415	601	455
Top 3 Employers by Industry (2000)	Manufacturing (23%)	Manufacturing (21%)	Educational Services (22%)	Educational Services (21%)	Educational Services (20%)
	Educational Services (20%)	Educational Services (19%)	Manufacturing (17%)	Manufacturing (17%)	Retail trade (96%)
	Retail trade (13%)	Retail trade (13%)	Retail trade (13%)	Retail trade (16%)	Manufacturing (16%)
Median Household Income (2000)	\$39,596	\$52,692	\$48,594	\$38,753	\$36,513

Source: Wisconsin Department of Administration Web site

The agricultural industry represents 5.8% of the employment for Chippewa County and 7.2% for Dunn County. While the percent of employment is not that high, agriculture is an important aspect of the local economy.

Chippewa County Agriculture

Farmland covers 60% of Chippewa County compared to the state of Wisconsin as a whole which is 44% farmland. In 1992 there were 1,571 farms with an average size of 246 acres (100 ha). In 1997 the three most common types of farms were dairy cattle and milk production, beef cattle ranching and farming, and oilseed and grain farming.

Dunn County Agriculture

Farmland covers 67% of Dunn County compared to the state of Wisconsin as a whole which is 44% farmland. In 1992 there were 1,383 farms with an average size of 265 acres (107 ha). In 1997 the three most types of farms were dairy cattle and milk production, oilseed and grain farming, and beef cattle ranching and farming.

	Table 3, Dunn County Demographic Comparison		
	Dunn County	Town of Elk Mound	Village of Elk Mound
2000 Population	39,858	1,121	785
Gender	Male 50.4%, Female 49.6%	Male 50.4%, Female 49.6%	Male 47.5%, Female 52.5%
Race			
White	96.1%	95.1%	96.2%
Black	0.3%	0.0%	0.0%
Hispanic or Latino	0.8%	1.0%	0.6%
American Indian, Eskimo, Aleut	0.3%	0.5%	0.4%
Asian or Pacific Islander	2.1%	3.6%	2.2%
Other Race	0.4%	0.2%	0.0%
Age (elderly, 65 or older)	11.2%	5.8%	8.4%
Ancestry (Top 5)	1) German (43%)	1) German (50.5%)	1) German (42.7%)
	2) Norwegian (25.4%)	2) Norwegian (39.3%)	2) Norwegian (32.8%)
	3) Irish (8.8%)	3) Polish (6.6%)	3) Irish (12.3%)
	4) English (6.0%)	4) Irish (6.2%)	4) English (7.2%)
	5) Swedish (4.3%)	5) French (4.7%)	5) French (6.5%)
Industries (Top 5)	1) Educational	1) Educational	1) Educational
	2) Manufacturing	2) Manufacturing	2) Retail Trade
	3) Retail Trade	3) Retail Trade	3) Manufacturing
	4) Arts & Entertainment	4) Agriculture	4) Arts & Entertainment
	5) Agriculture	5) Construction	5) Transportation & Warehousing
Occupations (Top 5)	1) Management	1) Management	1) Sales
	2) Sales	2) Sales	2) Production & Transportation
	3) Production & Transportation	3) Production & Transportation	3) Management
	4) Service	4) Service	4) Service
	5) Construction	5) Construction	5) Construction
Household Income (1999)			
\$14,999 or less	15.8%	10.4%	12.4%
\$15,000 to \$24,999	15.2%	9.8%	18.7%
\$25,000 to \$34,999	14.2%	16.3%	15.1%
\$35,000 to \$49,999	19.1%	14.7%	21.7%
\$50,000 to \$74,999	21.5%	32.2%	25.1%
\$75,000 and over	14.0%	16.5%	7.0%
Poverty Status (Families) 1999	6.3%	5.2%	5.6%
Poverty Status (Individuals) 1999	12.9%	8.1%	6.4%
Median Household Income (1999)	\$38,753	\$48,594	\$36,513
Per Capita Income (1999)	\$17,520	\$17,138	\$16,156

	Table 4, Chippewa County Demographic Comparison		
	Chippewa County	Town of Wheaton	State of Wisconsin
2000 Population	55,195	2,366	5,363,675
Gender	Male 49.8%, Female 50.2%	Male 51.1%, Female 48.9%	Male 49.4%, Female 50.6%
Race			
White	97.8%	98.3%	88.9%
Black	0.2%	0.1%	5.7%
Hispanic or Latino	0.5%	0.3%	3.6%
American Indian, Eskimo, Aleut	0.3%	0.4%	0.9%
Asian or Pacific Islander	1.6%	0.3%	1.7%
Other Race	0.2%	0.0%	1.6%
Age (elderly, 65 or older)	14.6%	9.0%	13.1%
Ancestry (Top 5)	1) German (46.7%) 2) Norwegian (18.5%) 3) Irish (10%) 4) French (6.7%) 5) Polish (6.3%)	1) German (49.1%) 2) Norwegian (23.8%) 3) Irish (10.8%) 4) English (9.9%) 5) French (7.2%)	1) German (42.7%) 2) Irish (10.9%) 3) Polish (9.3%) 4) Norwegian (8.5%) 5) English (6.5%)
Industries (Top 5)	1) Manufacturing 2) Educational, health, & social services 3) Retail Trade 4) Construction 5) Arts & Entertainment	1) Manufacturing 2) Educational, health, & social services 3) Retail Trade 4) Construction 5) Professional	1) Manufacturing 2) Educational, health, & social services 3) Retail Trade 4) Arts & Entertainment 5) Professional
Occupations (Top 5)	1) Management 2) Sales 3) Production & Transportation 4) Service 5) Construction	1) Management 2) Sales 3) Production & Transportation 4) Construction 5) Service	1) Management 2) Sales 3) Production & Transportation 4) Service 5) Construction
Household Income (1999)			
\$14,999 or less	14.0%	6.3%	12.9%
\$15,000 to \$24,999	14.4%	7.2%	12.7%
\$25,000 to \$34,999	15.3%	15.0%	13.2%
\$35,000 to \$49,999	20.3%	19.0%	18.1%
\$50,000 to \$74,999	23.0%	32.7%	22.7%
\$75,000 and over	13.1%	19.7%	20.3%
Poverty Status (Families) 1999	5.9%	2.0%	5.6%
Poverty Status (Individuals) 1999	8.2%	3.5%	8.7%
Median Household Income (1999)	\$39,596	\$52,692	\$43,791
Per Capita Income (1999)	\$18,243	\$20,023	\$21,271

2) Discuss the economic advantages and disadvantages of the proposed action. Indicate how the project would affect the characteristics described in item 1 above.

The Proposed Action would provide numerous economic advantages including:

- Ensuring the economic viability of the area by promoting safe and efficient transportation, both on WIS 29 and the local and county roadway system.
- Accommodation of the current and planned economic growth/development for the area.
- Elimination of dangerous cross, merge, and diverge traffic to/from WIS 29 and the side roads.
- Ensuring safe and efficient access of police, fire, and emergency services to the area.
- Encouragement and promotion of collaborative planning for land use and transportation systems.
- Convenient and safe access to WIS 29 – a major commercial arterial for import and export of goods.
- Safe access to opposite sides of WIS 29 for agricultural equipment and other slow moving vehicles.

The Proposed Action's disadvantages include:

- Major capital investment by WisDOT that could not be expended elsewhere.
- Temporary disruptions during construction.
- Increased travel time to/from certain locations of the project study area (access to and across WIS 29 would be limited).

3) In general, will the proposed action increase or decrease the potential for economic development in the area influenced by the project.

The Proposed Action would likely have little effect on the potential for economic development in the area. While limiting access directly to WIS 29 may initially hinder some types of development (highway-dependent), in the long-term the Proposed Action should not have detrimental effects on the potential for development.

The separation of through traffic from local traffic resulting from changes in access to WIS 29 should be considered a positive characteristic. Drivers accessing local businesses will be traveling at much lower rates of speed than the through traffic. Without the separation of the two movements, safety conflicts would occur. In essence, the Proposed Action would create a land use/transportation scenario found throughout the United States wherever freeways are located. The freeway provides regional mobility and local access to the side roads is provided at interchanges where the economic development can take place if desired.

Wisconsin Department of Transportation
COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from First Basic Sheet
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1) Give a brief description of the community or neighborhood affected by the proposed action.**Community/neighborhood name:** Town of Wheaton**Community/neighborhood population:** 2,366**Community is un-incorporated:** Yes**Community/neighborhood Characteristics:**

The town of Wheaton is located in the southwest corner of Chippewa County, Wisconsin, north of the city of Eau Claire and approximately four miles (6.4 km) southwest of the city of Chippewa Falls. Between 1990 and 2000, the town's population rose from 2,257 to 2,336 an increase of 3.5%. By comparison, the county's population rose from 52,360 to 55,195 an increase of 5.41%

Land use in the town of Wheaton is predominately agricultural. Small streams and creeks transect the town's boundaries with the largest of them being Elk Creek and Sherman Creek. Various wetland complexes are associated with these creeks. The town also has scattered upland forested areas.

Residential development is scattered throughout the town of Wheaton. Most of the housing is related to farmsteads. The town does not have a centralized urban or commercial center although there is a cluster of community services including a fire station and park near WIS 29/40th St.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Automobiles and trucks are the most common forms of transportation. I-94, US 12, WIS 29, county highways, and local roads all serve these modes of transportation. The year 2000 AADT's on US 12 and WIS 29 are 2,700 and 8,100 respectively.

One rail line owned by Union Pacific Railroad travels through the town. Snowmobiles are another common form of transportation in the winter. Under WisDOT's evaluation of county bike routes, County M north of WIS 29 is identified as a facility that provides excellent biking conditions.

3) Identify and discuss the probable changes resulting from the Proposed Action to the modes of transportation and their traffic within the community or neighborhood.

With the Proposed Action, automobile and truck transportation would not be significantly affected. Roads that currently intersect with WIS 29 in the project study area would be modified. Within the town of Wheaton the following roads would undergo the corresponding changes:

- WIS 29/10th/1010th St. – Overpass
- WIS 29/20th St. – Access to frontage roads only
- WIS 29/County M/30th St. – Access to frontage roads only
- WIS 29/40th St. – Overpass
- WIS 29/50th St. – Cul-de-sac on both sides
- County T Interchange – Interchange access remains
- 1 private access removal
- Local roadway system preservation and alterations

Depending on the origin and destination of drivers, the Proposed Action could result in a minor travel time increase due to travel indirection. Because the WIS 29/County T interchange would be the only access

point in the town of Wheaton section of the project study area, drivers may have to backtrack or use parallel north/south or east/west routes to reach their destinations. For the most part, travel indirection would be limited to one or two miles (1.6 – 3.2 km) for most drivers.

Residents of the town of Wheaton that wish to travel eastbound on WIS 29 are most likely to access the highway at County T. Residents that wish to cross WIS 29 or travel westbound would need to use the WIS 29/10th/1010th St. or WIS 29/40th St. overpasses. This may result in higher traffic volumes on the roads approaching these two overpasses as rerouted traffic funnels into the two primary crossings.

4) Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

Land use in the town of Wheaton falls under the jurisdiction of Chippewa County zoning (see Exhibit 8, Town of Wheaton Zoning Map). The town does not have a land use plan. Existing land use within 0.5 miles (0.8 km) of WIS 29 in the town of Wheaton differs from land use in the neighboring town of Elk Mound. The town of Wheaton has many five-acre single-family residential lots on the south side of WIS 29. These lots have developed in a heavily wooded area that contrasts with the surrounding predominately agricultural landscape. Additionally, there are a limited number of commercial enterprises located on the north side of WIS 29.

If existing development (and zoning) is indicative of future development, the town may realize some changes in the time and location of future development. The only place in the town with direct access to WIS 29 would be County T under the Proposed Action. North/south travel would be accommodated at the overpass at WIS 29/10th/1010th St. and WIS 29/40th St. Travelers with east/west destinations may however, find that the Proposed Action would result in minor travel indirection. The anticipated change in travel time and distance may cause future development to locate in other parts of the town to reduce the amount of potential indirection.

Limiting access to WIS 29 as the Proposed Action may also cause potential commercial enterprises in the town of Wheaton to reconsider where they would locate. This condition is similar to the potential for residential relocation discussed in the previous paragraph.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

The Proposed Action would maintain a high level of emergency service for the town of Wheaton. Maintaining efficient access to the fire station in the town of Wheaton near WIS 29/40th St. was a high priority as alternatives were developed. The Proposed Action includes the construction of an overpass at WIS 29/40th St. that is located less than 0.5 mile (0.8 km) from the fire station. The overpass would provide access to the frontage roads on both the north and south sides of WIS 29. The frontage roads would allow emergency responders to provide area homes and businesses with a level of service comparable to what currently exists. Therefore no significant change in emergency services would occur in the town of Wheaton.

No changes to other public services are anticipated as a result of this project.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter) reduced terraces, tree removal, vision corners, sidewalk removal, etc.

Under the Proposed Action there would be two residential acquisitions, one driveway removal, and changes to lot frontages for additional right-of-way. The construction of an overpass at WIS 29/40th St. would cause two of the changes. In the southwest quadrant of WIS 29/40th St., one household would be relocated to accommodate the overpass side slopes. The same overpass would necessitate acquisition of the home in the southeast quadrant of WIS 29/40th St.

The Proposed Action would remove the direct access to WIS 29 from 20th St. which would be realigned to connect with the frontage road. This connection would eliminate the current stop condition by converting the right angle intersection to a free-flow movement.

Construction of the WIS 29/10th/1010th St. overpass would have a potential effect on the farm located in the northwest quadrant. The farm could lose some land area to accommodate the side slopes of the overpass and the frontage road connection. The power sub station would not be affected by the overpass. One private driveway on WIS 29 between 10th/1010th St and 20th St. would be removed/relocated. The driveway currently provides access to a farm field. Under the Proposed Action the parcel would be purchased or an easement would be acquired to provide alternate access to the farm field.

7) Indicate whether a community/neighborhood facility will be affected by the Proposed Action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the Proposed Action.

Although there is a cluster of community services including a fire station and park near the WIS 29/40th St. intersection, the Proposed Action would not affect any community/neighborhood facilities as part of its implementation. Low-income or minority groups would not be directly effected as a result of the Proposed Action.

8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the Proposed Action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) ☒ **NO – Disabled population is not affected**
☐ **YES – Disabled population is affected – See Environmental Justice Factor Sheet**
- b) ☒ **NO – Elderly population is not affected**
☐ **YES – Elderly are affected - See Environmental Justice Factor Sheet**
- c) ☒ **NO – Minority populations are not affected**
☐ **YES – Minority populations are affected - See Environmental Justice Factor Sheet**
- d) ☒ **NO – Low-income populations are not affected**
☐ **YES – Low income populations are affected - See Environmental Justice Factor Sheet**

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Of all the input received during the project, the most common concern was for the continued access to emergency response services. See Item #5 above for a detailed description of how the emergency services issue was addressed.

The other concern consistently expressed by residents was maintaining farmers' ability to access and circulate between fields and farm buildings on opposite sides of WIS 29. Their concern is that numerous farmers have fields and buildings on both sides of WIS 29 and if north/south connectivity were reduced to only a few overpasses, travel indirection and conflicts between non-agricultural vehicles would occur. The limited number of overpasses would cause indirection on the farmers' part – requiring them to travel many additional miles at a slow rate of speed. The limited number of overpasses could also cause conflicts as agricultural equipment and passenger vehicles converge on the same roads.

At public meetings, participants were asked to identify farms or farmers who had fields on both sides of WIS 29. Based on the public's comments, it appears that the most farms with split fields occur on the west end of the project study area and outside of the town of Wheaton. The Preferred Alternative proposes the largest number of overpasses (four) of all the alternatives and these overpasses are clustered near the west end of the project study area where the highest demand exists.

10) Indicate the number and type of any residential buildings which would be removed because of the Proposed Action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a) ☐ None -

b) ☐ No occupied residential building will be acquired as a result of this project.

c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

Two owner-occupied residences would be acquired as part of the Proposed Action. The residences are single-family homes.

11) Estimate the number of households that would be displaced from the occupied residential buildings identified in item 10 c) above.

Total Number of households to be relocated: [2]

(Note that this number may be greater than the number shown in 10 c) above because an occupied apartment building may have many households.)

i) Number by Ownership:

Number of households living in owner-occupied building: [2]

Number of households living in rented quarters: [0]

ii) Number of households to be relocated that have:

1 bedroom [0]

2 bedrooms [0]

3 bedrooms [1]

4 or more bedrooms [1]

iii) Number of relocated households by type and price range of dwelling:

Number of single- family dwellings in the price range of \$80,000 to \$100,000: [2]

Number of multi-family dwellings: [0]

Number of apartments: [0]

12) Describe the relocation potential in the community.

a) Number of available dwellings that have:

1 bedroom N/A

2 bedrooms [6]

3 bedrooms [10]

4 or more bedrooms [6]

b) Number of available and comparable dwellings by location

Number of available and comparable dwellings within the same community: [2]

Number of available and comparable dwellings within 10 mile radius: [8]

Number of available and comparable dwellings within 30 mile radius: [12]

c) Number of available and comparable dwellings by type and price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single family dwellings in the price range of \$50,000 to \$79,999: [3]

Number of available and comparable single family dwellings in the price range of \$80,000 to \$109,999: [5]

Number of available and comparable single family dwellings in the price range of \$110,000 to \$140,000: [14]

Number of available and comparable multi-family dwellings: N/A

Number of available and comparable apartments: N/A

13) Identify all the sources of information used to obtain the data in item 12.

☐ **WisDOT Real Estate**

☒ **Multiple Listing Service (MLS)**

☒ **Newspaper listing(s)**

☒ **Other - Identify:** Local Realtors, Web Sites

14) Indicate the number households to be relocated that have the following special characteristics:

Number of minority households: [0]

Number of elderly households: [0]

Number of households with disabled residents: [0]

Number of low Income households: [0]

Number of households made up of a large family (5 or more individuals): [0]

Number of households for which it is not known whether they have special characteristics: [0]

Number of households with no special characteristics: [0]

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

In addition to the acquisition price, increased costs for the replacement dwelling, moving expenses, increased rental or mortgage payment, addition of handicapped alterations, closing costs, and other valid relocation costs covered by the Conceptual Stage Relocation Program. It is emphasized that no person would be displaced unless a comparable dwelling or business location is provided. All the described resources are available without discrimination. Before the initiation of any property acquisition activities, members of the Wisconsin Department of Transportation Real Estate section would contact the property owners and tenants to explain details of the acquisition process, the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, and Wisconsin's Eminent Domain Law under Section 32.05 of the Wisconsin Statutes.

16) Identify any difficulties or unusual conditions for relocating households displaced by the Proposed Action.

No unusual conditions or difficulties exist for relocating households displaced by the Proposed Action.

17) Indicate whether Special Relocation Assistance Service will be needed? Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above.

☒ **No**

☐ **Yes - Describe services that will be required**

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

See Item #15 on this Factor Sheet.

Wisconsin Department of Transportation
COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

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1) Give a brief description of the community or neighborhood affected by the proposed action.**Community/neighborhood name:** Town of Elk Mound**Community/neighborhood population:** 1,121**Community is un-incorporated:** Yes**Community/neighborhood Characteristics:**

The town of Elk Mound is located in the eastern end of Dunn County, Wisconsin. The town of Elk Mound is located approximately seven miles (11.3 km) northwest of the city of Eau Claire and approximately 13 miles (21 km) southwest of the city of Chippewa Falls. Between 1990 and 2000, the town's population rose from 749 to 1,121, an increase of 49.67%. By comparison, the county's population rose from 35,909 to 39,858, an increase of 11%.

Land use in the town of Elk Mound is predominately agricultural. Muddy Creek is the largest water body in the town. Muddy Creek State Wildlife Area is in the southwest section of the town and includes a large wetland complex. The town also has scattered forested upland areas.

Residential development is scattered throughout the town of Elk Mound. Most of the housing is related to farmsteads.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Automobiles and trucks are the most common forms of transportation. I-94, US 12, WIS 29, WIS 40, county highways, and local roads all serve these modes of transportation. Traffic through the town on I-94 is 26,000 AADT, on US 12 it is 2,000 AADT, on WIS 29 it is 5,900 AADT, and on WIS 40 the AADT is 2,400. All AADT counts are from the year 2000.

One rail line owned by Union Pacific Railroad travels through the town. Snowmobiles are another common form of transportation in the winter. Under WisDOT's evaluation of county bike routes, County H north and south of WIS 29 is identified as a facility that provides excellent biking conditions.

3) Identify and discuss the probable changes resulting from the Proposed Action to the modes of transportation and their traffic within the community or neighborhood.

With the Proposed Action, automobile and truck transportation would not be significantly effected. Roads that currently intersect with WIS 29 in the project study area would be modified. Within the town of Elk Mound the following roads would undergo the corresponding changes:

- US 12/WIS 29/WIS 40 interchange – Interchange access remains
- WIS 29/County H (S)/Woodland Dr. – Overpass
- WIS 29/County H (N)/970th St. – Overpass
- WIS 29/10th/1010th St. – Overpass
- 2 private access removals
- Local roadway system preservation and alterations

4) Briefly discuss the Proposed Action's effect(s) on existing and planned land use in the community or neighborhood.

The town of Elk Mound is currently engaged in the process of developing a comprehensive plan under

Wisconsin's Smart Growth legislation. The town is currently un-zoned, and will be until the plan is adopted. Without these resources to guide development and provide a legal backing for the approval or denial of development applications, it is difficult to conduct a factually-based analysis. Over the course of the project, staff have been in contact with town officials and county planning staff regarding the town's development intentions. Some conclusions may be drawn from these conversations but at this point, they are simply conjecture. Because the town is un-zoned and land use planning was recently initiated, the Proposed Action would likely help guide land use decisions near WIS 29. Speculative interest on the land near WIS 29 and the intersecting local roads would likely be greatly reduced with construction of the proposed overpasses as direct access to the highway would be eliminated. There has been local interest expressed in developing town land near WIS 29 and the indication was that it would be highway-dependent in nature. The Proposed Action would limit the financial feasibility of such developments, as the nearest access point to the land would be the US 12/WIS 29/WIS 40 interchange.

The overpasses would help maintain the viability of agricultural pursuits in the town. Farm equipment traveling between opposite sides of WIS 29 would be safely separated from state highway system traffic. The Proposed Action would also reduce development pressure on agricultural land near WIS 29 helping maintain a cohesive agricultural landscape.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

The Proposed Action would maintain a high level of emergency service for the town of Elk Mound. The three proposed overpasses in the town would provide efficient access to the homes and businesses on the north side of WIS 29 from the village of Elk Mound where emergency responders originate. Additionally, secondary response coverage is provided by the fire station in the town of Wheaton. The proposed overpass of WIS 29 at 40th St. in the town of Wheaton and connection to the frontage road would allow emergency responders to provide area homes and businesses with a level of service comparable to what currently exists. Therefore no significant change in emergency services would occur in the town of Elk Mound.

No changes to other public services are anticipated as a result of this project.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter) reduced terraces, tree removal, vision corners, sidewalk removal, etc.

In the town of Elk Mound, the construction of three overpasses would require the acquisition of lot frontage in all instances. At WIS 29/County H (S)/906th St., right-of-way would be acquired in all four quadrants. The largest effect would be in the northwest quadrant where the realigned frontage road connection would occur. No buildings would be affected in the construction of the overpass.

At WIS 29/County H (N)/970th St., right-of-way would be acquired in all four quadrants. The effect would be greatest in the northwest and northeast quadrants where land would have to be acquired to accommodate a realigned frontage road connection. This action would include the acquisition of a farmhouse and two corresponding buildings in the northeast quadrant.

Construction of the WIS 29/10th/1010th St. overpass would have the greatest effect in the northeast and northwest quadrants. The overpass and frontage road connections would not effect the power substation in the northwest quadrant of WIS 29 and 10th St./1010th St. However, the farm to the north of the power substation could lose some frontage to accommodate the side slopes of the overpass and frontage road connections.

The Proposed Action would include the complete removal/relocation of two private driveways. Two of the private driveways are currently unconstructed and provide access to parcels of wetland and forested wetland that are undeveloped. State and federal wetland protection laws limit development on these parcels and the loss of access to the parcels is unlikely to have a significant effect. Additionally, WisDOT may purchase the two parcels outright as part of the access removal process.

7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the Proposed Action.

The Proposed Action would not affect a community/neighborhood facility as part of its implementation. Low-income or minority groups would not be directly effected as a result of the Proposed Action.

8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements

- a) ☒ **NO** – Disabled population is not affected
☐ **YES** – Disabled population is affected – See Environmental Justice Factor Sheet
- b) ☒ **NO** – Elderly population is not affected
☐ **YES** – Elderly are affected - See Environmental Justice Factor Sheet
- c) ☒ **NO** – Minority populations are not affected
☐ **YES** – Minority populations are affected – See Environmental Justice Factor Sheet
- d) ☒ **NO** – Low-income populations are not affected
☐ **YES** – Low income populations are affected – See Environmental Justice Factor Sheet

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Of all the input received during the project, the most common concern was for the continued access to emergency response services. See Item #5 above for a detailed description of how the emergency services issue was addressed.

The other concern consistently expressed by residents was maintaining farmers' ability to access fields and farm buildings on the opposite sides of WIS 29. Their concern is that numerous farmers have fields and buildings on both sides of WIS 29 and if north/south connectivity were reduced to only a few overpasses, conflicts could occur. The limited number of overpasses could cause indirection on the farmers' part – requiring them to travel many additional miles at a slow rate of speed. The limited number of overpasses would also cause conflicts as agricultural equipment and passenger vehicles converge on the same roads.

At public meetings, participants were asked to identify farms or farmers who had fields on both sides of WIS 29. Based on the public's comments, it appears that the most farms with split fields occur on the west end of the project study area in the town of Elk Mound. The Preferred Alternative proposes the largest number of overpasses (four) of all the alternatives and these overpasses are clustered near the west end of the project study area where the highest demand exists. Therefore, farmers would continue to have safe and efficient access to both sides of WIS 29 and would experience no new indirection.

10) Indicate the number and type of any residential buildings which would be removed because of the Proposed Action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

a) ☐ None -

b) ☐ No occupied residential building will be acquired as a result of this project.

c) ☒ Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.

One owner-occupied residence in the town of Elk Mound would be acquired as part of the Proposed Action. It is a 108 year old, single-family farm house.

11) Estimate the number of households that would be displaced from the occupied residential buildings identified in item 10 c) above.

Total Number of households to be relocated: [1]

(Note that this number may be greater than the number shown in 10 c) above because an occupied apartment building may have many households.)

i) Number by Ownership:

Number of households living in owner-occupied building: [1]

Number of households living in rented quarters: [0]

ii) Number of households to be relocated that have:

1 bedroom [0]

2 bedrooms [0]

3 bedrooms [0]

4 or more bedrooms [1]

iii) Number of relocated households by type and price range of dwelling:

Number of single-family dwellings in the price range of \$80,000 to \$110,000: [1]

Number of multi-family dwellings: [0]

Number of apartments: [0]

12) Describe the relocation potential in the community.

a) Number of available dwellings that have:

1 bedroom N/A

2 bedrooms [6]

3 bedrooms [10]

4 or more bedrooms [6]

b) Number of available and comparable dwellings by location

Number of available and comparable dwellings within the same community: [2]

Number of available and comparable dwellings within 10 mile radius: [8]

Number of available and comparable dwellings within 30 mile radius: [12]

c) Number of available and comparable dwellings by type and price. (Include dwellings in price ranges comparable to those being dislocated, if any.)

Number of available and comparable single family dwellings in the price range of \$50,000 to \$79,999: [3]

Number of available and comparable single family dwellings in the price range of \$80,000 to \$109,999: [5]

Number of available and comparable single family dwellings in the price range of \$110,000 to \$140,000: [14]

Number of available and comparable multi-family dwellings: N/A

Number of available and comparable apartments: N/A

13) Identify all the sources of information used to obtain the data in item 12.

☐ **WisDOT Real Estate**

☒ **Multiple Listing Service (MLS)**

☒ **Newspaper listing(s)**

☒ **Other - Identify:** Local Realtors, Web Sites

14) Indicate the number households to be relocated that have the following special characteristics:

Number of minority households: [0]

Number of elderly households: [0]

Number of households with disabled residents: [0]

Number of low Income households: [0]

Number of households made up of a large family (5 or more individuals): [0]

Number of households for which it is not known whether they have special characteristics: [0]

Number of households with no special characteristics: [0]

15) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

In addition to the acquisition price, increased costs for the replacement dwelling, moving expenses, increased rental or mortgage payment, addition of handicapped alterations, closing costs, and other valid relocation costs covered by the Conceptual Stage Relocation Program. It is emphasized that no person would be displaced unless a comparable dwelling or business location is provided. All the described resources are available without discrimination. Before the initiation of any property acquisition activities, members of the Wisconsin Department of Transportation Real Estate section would contact the property owners and tenants to explain details of the acquisition process, the Uniform Relocation Assistance and Real Property Acquisition Policies of 1970, and Wisconsin's Eminent Domain Law under Section 32.05 of the Wisconsin Statutes.

16) Identify any difficulties or unusual conditions for relocating households displaced by the Proposed Action.

No unusual conditions or difficulties exist for relocating households displaced by the Proposed Action.

17) Indicate whether Special Relocation Assistance Service will be needed? Describe any special services or housing programs needed to remedy identified difficulties or unusual conditions noted in item #14 above.

☒ **No**

☐ **Yes** - Describe services that will be required

18) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

See Item #15 on this Factor Sheet.

Wisconsin Department of Transportation
COMMUNITY OR RESIDENTIAL IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from First Basic Sheet
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1) Give a brief description of the community or neighborhood affected by the proposed action.**Community/neighborhood name:** Village of Elk Mound**Community/neighborhood population:** 785**Community is un-incorporated:** No**Community/neighborhood Characteristics:**

The village of Elk Mound is located on the eastern end of Dunn County, Wisconsin. The village of Elk Mound is located approximately seven miles (11.3 km) northwest of the city of Eau Claire and approximately 13 miles (21 km) southwest of the city of Chippewa Falls. Between 1990 and 2000, the village's population rose from 765 to 785, an increase of 2.61%. By comparison, the county's population rose from 35,909 to 39,858, an increase of 11%.

The village of Elk Mound has a small urban core with medium-density single-family residential neighborhoods. Limited retail, commercial, and industrial operations are located within the village limits. Services provided within the village include a gas station, food and beverage establishments, antique reseller, and an agricultural cooperative. The Elk Mound School District serves the village and surrounding towns.

2) Identify and discuss the existing modes of transportation and their traffic within the community or neighborhood.

Automobiles and trucks are the most common forms of transportation. I-94, US 12, WIS 29, WIS 40, county highways, and local roads all serve these modes of transportation. Traffic through the village on US 12 is 2,000 AADT, on WIS 29 it is 5,900 AADT, and on WIS 40 the AADT is 2,400. All AADT counts are from the year 2000.

One rail line owned by Union Pacific Railroad travels through the village. Snowmobiles are another common form of transportation in the winter.

3) Identify and discuss the probable changes resulting from the proposed action to the modes of transportation and their traffic within the community or neighborhood.

With the Proposed Action, automobile and truck transportation would not be significantly affected. Roads that currently intersect with WIS 29 in the project study area would be modified. Roads that are commonly used by village of Elk Mound residents include the following roads, with corresponding changes listed, in the town of Elk Mound.

- US 12/WIS 29/WIS 40 interchange – Interchange access remains
- WIS 29/County H (S)/Woodland Dr. – Overpass
- WIS 29/County H (N)/970th St. – Overpass
- WIS 29/10th/1010th St. – Overpass

4) Briefly discuss the proposed action's effect(s) on existing and planned land use in the community or neighborhood.

The village of Elk Mound has recently completed a draft comprehensive plan that includes updated zoning and land use maps (see Exhibit 6, Village of Elk Mound Future Land Use Map and Exhibit 7, Village of Elk Mound Zoning). Both maps indicate that the village will attempt to cluster future development near the existing urbanized core. The future land use map indicates that no development is planned north of Elk

Mound Drive which is located approximately one mile (1.6 km) south of WIS 29.

The planning area for the village of Elk Mound Future Land Use Map extends from the existing municipal limits north to WIS 29 and east to the county line (see Exhibit 6, Village of Elk Mound Future Land Use Map). This plan calls for nearly all of the land in the planning area that is not currently zoned for development to remain agricultural. Because the Proposed Action would remove direct access to WIS 29 from intersecting roads, the attractiveness of the land adjacent to WIS 29 for highway-dependent development would be greatly reduced helping maintain agricultural land use. The construction of three overpasses near the village of Elk Mound would also help maintain the viability of local agricultural interests. The overpasses would allow farm vehicles to access land and buildings on both sides of WIS 29 without conflicting with state highway traffic. The overpasses of WIS 29 would create a safer traveling environment for local and state transportation system users by separating agricultural, local, and regional through traffic.

The existing interchanges will continue to provide the same level of accessibility to the village as currently exists. Traffic would continue to have access to the principal highways that serve the village (I-94, US 12, and US 40). It appears that the village intends to focus its future development towards the south side of the village limits between I-94 and US 12. The Proposed Action would have little effect on planned development in this area.

Basic access to the village would be maintained at existing interchanges. The construction of overpasses would likely help maintain agricultural land use in the village's land use planning area while providing connectivity between the north and south sides of WIS 29 and increased safety for the project study area. This would reduce conflicts between agricultural vehicles and state highway system traffic.

5) Address any changes to emergency services or other public services during and after construction of the proposed project.

The Proposed Action would maintain a high level of emergency service for the town of Elk Mound. The three proposed overpasses in the town of Elk Mound would provide efficient access to the homes and businesses on the north side of WIS 29 from the village of Elk Mound where emergency responders originate. Additionally, secondary response coverage is provided by the fire station in the town of Wheaton. The proposed overpass at WIS 29/40th St. in the town of Wheaton and connection to the frontage road would allow emergency responders to provide area homes and businesses with a level of service comparable to what currently exists. Therefore no significant change in emergency services would occur in the town of Elk Mound.

No changes to other public services are anticipated as a result of this project.

6) Describe any physical or access changes and their effects to lot frontages, driveways, or sidewalks. This could include effects on side slopes or driveways (steeper or flatter) reduced terraces, tree removal, vision corners, sidewalk removal, etc.

The Proposed Action would have no direct effect on properties within the village of Elk Mound.

7) Indicate whether a community/neighborhood facility will be affected by the proposed action and indicate what effect(s) this will have, overall, on the community/neighborhood. Also include and identify any minority population or low-income population that may be affected by the Proposed Action.

The Proposed Action would not affect a community/neighborhood facility as part of its implementation. Low-income or minority groups would not be directly effected as a result of the Proposed Action.

8) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an

evaluation to determine whether a minority and/or low income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements

- a) ☒ **NO** – Disabled population is not affected
☐ **YES** – Disabled population is affected – See Environmental Justice Factor Sheet
- b) ☒ **NO** – Elderly population is not affected
☐ **YES** – Elderly are affected - See Environmental Justice Factor Sheet
- c) ☒ **NO** – Minority populations are not affected
☐ **YES** – Minority populations are affected - See Environmental Justice Factor Sheet
- d) ☒ **NO** – Low-income populations are not affected
☐ **YES** – Low income populations are affected - See Environmental Justice Factor Sheet

9) Identify and discuss, in general terms, factors that residents have indicated to be important or controversial.

Of all the input received during the project, the most common concern was continued access to emergency response services. See Item #5 above for a detailed description of how the emergency services issue was addressed.

Local officials from the village of Elk Mound also expressed concern about the potential impacts of being "boxed in" by two access-controlled highway facilities, I-94, and the Proposed Action for WIS 29. The concern mainly dealt with the type and location of existing interchanges along I-94 and WIS 29. The village was concerned that the existing interchanges are not conducive to capturing growth and development opportunities associated with I-94 and WIS 29.

Upon reviewing the village's comprehensive plan, it was determined that the village's growth is planned primarily for the south side of the village. The land near WIS 29 is planned to remain agricultural. Therefore it is likely that the Proposed Action will have little impact on the village's ability to develop as described in its comprehensive plan.

10) Indicate the number and type of any residential buildings which would be removed because of the Proposed Action. If either item a) or b) is checked, items 11 through 18 do not need to be addressed or included in the environmental document.

- a) ☒ **None -**
- b) ☐ **No occupied residential building will be acquired as a result of this project.**
- c) ☐ **Occupied residential building(s) will be acquired. Provide number and description of buildings, e.g., single family homes, apartment buildings, condominiums, duplexes, etc. If item c) is checked, you must complete items 11 through 18.**

Wisconsin Department of Transportation
**ECONOMIC DEVELOPMENT AND,
BUSINESS IMPACT EVALUATION**

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km).

Is this the Preferred Alternative? Yes

Portion of project this sheet is evaluating if different from the first Basic Sheet

1) Describe the economic development or existing business areas affected by the proposed action.

There are no highway-dependent businesses that would be directly affected by the Proposed Action. The Proposed Action would facilitate economic development that is consistent with the state's mobility goals through collaborative planning. Based on working meetings with the affected municipalities, the area of greatest development potential is located near the village of Elk Mound. Future land use plans for the village utilize the US 12 and I-94 corridor located south of the village for the greatest concentration of commercial development. The location of this development would not be significantly affected by implementation of the Proposed Action.

2) Identify and discuss the existing modes of transportation and their traffic within the economic development or existing business area.

The primary mode of transportation in commercial areas along the corridor is automobile/truck traffic. A detailed discussion of other travel modes is discussed in Community or Residential Impact Evaluation, Factor Sheets pg. 5, 11, and 17, Items #2 & #3.

3) Place an "X" in the appropriate box below if one of the populations indicated would be affected by the proposal. Give a brief description of the community/neighborhood and population affected by the proposed action. Include demographic characteristics of those affected by the proposal.

For the populations shown below, The Orders issued by the U.S. Department of Transportation and its implementing agencies to satisfy the requirements of Executive Order 12898 require an evaluation to determine whether a minority and/or low-income population would experience a disproportionately high and adverse effect. If any of the populations shown below are affected, the Environmental Justice Factor Sheet, along with the remaining items on this worksheet, will need to be completed to satisfy Environmental Justice requirements.

- a) ☒ **NO** – Disabled population is not affected
☐ **YES** – Disabled population is affected - See Environmental Justice Factor Sheet
- b) ☒ **NO** – Elderly population is not affected
☐ **YES** – Elderly are affected – See Environmental Justice Factor Sheet
- c) ☒ **NO** – Minority populations are not affected
☐ **YES** – Minority populations are affected – See Environmental Justice Factor Sheet
- d) ☒ **NO** – Low-income populations are not affected
☐ **YES** – Low income populations are affected – See Environmental Justice Factor Sheet

4) Identify and discuss effects on the economic development potential and existing businesses that are dependent upon the transportation facility for continued economic viability.

- ☒ The proposed project will have no effect on a transportation-dependent business or industry.
- ☐ The proposed action will change the conditions for a business that is dependent upon the transportation facility. Identify effects, including effects that may occur during construction.

5) Estimate the number of businesses and jobs that would be created or displaced because of the project.

- a) Total number created ☒ None

Number created by type including number of jobs: N/A

Retail businesses created	Retail jobs created
Service businesses created	Service jobs created
Wholesale businesses created	Wholesale jobs created
Manufacturing businesses created	Manufacturing jobs created

- b) Total number displaced ☒ None

Number displaced by type and number of jobs: N/A

Retail businesses displaced	Retail jobs displaced
Service businesses displaced	Service jobs displaced
Wholesale businesses displaced	Wholesale jobs displaced
Manufacturing businesses displaced	Manufacturing jobs displaced

6) Identify any special characteristics of the created or displaced businesses or their employees.

- a) Number of created businesses by special characteristics: ☒ None

Number of created businesses that will employ elderly:
serve elderly:

Number of created businesses that will employ disabled:
serve disabled:

Number of created businesses that will employ low-income people:
serve low-income people:

Number of created businesses that will employ a minority population:
serve a minority:

- b) Number of displaced businesses by special characteristics: ☒ None

Number of displaced businesses that employ elderly:
serve elderly:

Number of displaced businesses that employ disabled:
serve disabled:

**Number of displaced businesses that employ low-income people:
serve low-income people:**

**Number of displaced businesses that employ minority population:
serve a minority:**

7) Is Special Relocation Assistance Needed?

☒ **No**

☐ **Yes – Describe special relocation needs**

8) Describe the business relocation potential in the community.

a) Total number of available business buildings in the community: N/A

b) Number of available and comparable business buildings by location: N/A

c) Number of available and comparable business buildings by type and price (Include business buildings in price ranges comparable to those being dislocated, if any). N/A

9) Identify all the sources of information used to obtain the data in item 8: N/A

☐ **WisDOT Real Estate**

☐ **Multiple Listing Service (MLS)**

☐ **Newspaper listing(s)**

☐ **Other - Identify:**

10) Describe how relocation assistance will be provided in compliance with the WisDOT Relocation Manual or FHWA regulation 49 CFR Part 24.

N/A

11) Identify any difficulties for relocating a business displaced by the proposed action and describe any special services needed to remedy identified unusual conditions.

N/A

12) Describe any additional measures which would be used to minimize adverse effects or provide benefits to those relocated, those remaining, or to community facilities affected.

N/A

13) Generally describe both the beneficial and adverse effects accruing to:

a) The area's economic development potential or existing business area caused by the proposed action. Include any factors identified by business people that they feel are important or controversial.

The Proposed Action is likely to support the existing and planned land uses along the WIS 29 corridor. The primary planned land use along WIS 29 is agricultural. Conversion of existing WIS 29 intersections with local roads to overpasses, cul-de-sac, and closures could reduce the likelihood of transportation-dependent commercial land uses from locating along WIS 29 and competing with existing agricultural activities currently taking place there. The Proposed Action is consistent with planned land uses for the area where they exist.

b) The employment potential and existing employees in businesses affected by the proposal. Include, as appropriate, a discussion effects accruing to minority populations or low-income populations.

The Proposed Action would benefit employees by providing a safer, more efficient transportation system for travel to/from their place of employment.

Wisconsin Department of Transportation
AGRICULTURAL IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km).

Is this the Preferred Alternative? Yes

Portion of project this sheet is evaluating if different from first Basic Sheet

Type of Land Acquired From Farm Operations	Type of Acquisition		Total Area Acquired
	Area Acquired In Fee Simple	Area Acquired By Easement	
Crop land and pasture	39.56 Acres	0.0 Acres	39.56 Acres
Woodland	.04 Acres	0.0 Acres	.04 Acres
Land of undetermined or other use (e.g., wetlands, yards, roads, etc.)	10.5 Acres	0.0 Acres	10.5 Acres
TOTAL	50.1 Acres	0.0 Acres	50.1 Acres

1) Indicate the number of farms operations from which land will be acquired.

Total Number of Farm Operations from which land will be acquired: [16]

- a) **Number of Farm Operations from which 1 acre or less will be acquired:** [3]
- b) **Number of Farm Operations from which more than 1 acre but less than 5 acres will be acquired:** [10]
- c) **Number of Farm Operations from which more than 5 acres will be acquired:** [3]

2) Identify and describe the effects to farm operations because of land lost due to the project.

☐ **Does not apply**

The effect to farmland as a result of the implementation of the Proposed Action is anticipated to be minor. In areas where more than five acres would be acquired, existing fields are of sufficient size that equipment would still be able to negotiate the remaining field area. In addition, the average farm size in Chippewa and Dunn Counties is between 246 and 264 acres (99.5 and 106.8 ha) acres. Farm operations along the WIS 29 corridor are similar in size to the county averages. As such, acquired acres would represent a small portion of the overall size of the farm affected in the majority of cases.

3) Describe changes in access to farm operations caused by proposed action.

☒ **Does not apply**

Access to remaining farmable parcels would be unaltered by implementation of the Proposed Action.

4) Indicate whether a farm operation will be severed because of the project and describe the severance (include area of original farm and the size of any remnant parcels).

☒ **Does not apply**

5) Identify and describe effects generated by the acquisition or relocation of farm operation buildings, structures or improvements, e.g., barns, silos, stock watering ponds, irrigation wells, etc. As appropriate, address the location, type, condition and importance to the farm operation.

☒ **Does not apply**

6) Describe effects caused by the elimination or relocation of a cattle/equipment pass or crossing. Attach plans, sketches, or other graphics as needed to clearly illustrate existing and proposed location of any cattle/equipment pass or crossing:

- ☒ **Does not apply**
- ☐ **Replacement of an existing cattle/equipment pass or crossing is not planned. Explain:**
- ☐ **Cattle/equipment pass or crossing will be replaced**
- ☐ **Replacement will occur at same location**
- ☐ **Cattle/equipment pass or crossing will be relocated. Describe:**

7) Describe the effects generated by the obliteration of the old roadway.

- ☐ **Does not apply**

The elimination of direct access to WIS 29 from the local road system would, in some cases, cause a farm operator to choose an alternate route to access farm fields where the farm operation is currently located on both sides of the existing WIS 29 corridor. However, implementation of the Proposed Action would enhance safe access to farm fields for this group as well. Farm equipment using the local road system to access fields would be able to safely cross WIS 29 at overpass locations without having to negotiate traffic using the WIS 29 facility. The majority of overpass locations within the Proposed Action are situated to provide the best feasible access to area farm operations for this purpose. An adequate level of access to WIS 29 is maintained for the transport of goods and services from local farm operations to markets.

8) Identify and describe any proposed changes in the land use or secondary development that will affect farm operations that relate to the development of this project.

- ☐ **Does not apply**

It is anticipated that implementation of the Proposed Action would not only support current farm operations in the area, but also limit the potential for farmland loss in the region by competition of land resources for highway-dependent commercial operations.

9) Describe any other project-related effects identified by a farm operator or owner that may be adverse, beneficial or controversial.

- ☐ **No effects indicated by farm operator or owner.**

Access to farm lands from farm operations that are currently located on both sides of the WIS 29 corridor was identified as the major issue to be addressed by local farm operators. Farm operators were concerned that reduced access across WIS 29 would create more travel on local roads for farm equipment to access fields and result in more conflicts between farm equipment and vehicles on those roads. The Proposed Action addresses this issue by locating the majority of overpasses where the highest concentration of existing severed farm operations exist.

Farm operators were also concerned about their ability to travel on WIS 29 to the west side of I-94. Agricultural traffic is typically restricted from traveling on freeway facilities. However, in this instance, agricultural vehicles would be permitted to travel on WIS 29 (west of the US 12/WIS 40 interchange) to access fields west of I-94.

10) Indicate whether minority population or low-income population farm owners, operators, or workers will be affected by the proposal. (Include migrant workers if appropriate).

☒ **No effects will accrue to farm owners, operators or workers from minority populations or low-income populations**

☐ **Yes - Discuss**

11) Describe measures to minimize adverse effects or enhance benefits.

See Item #9 above.

Wisconsin Department of Transportation
Environmental Justice Evaluation

<p>Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km).</p> <p>Is this the Preferred Alternative? Yes</p>	<p>Portion of project this sheet is evaluating if different from the first Basic Sheet</p>
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1) Give a brief description of the minority population and/or low-income population affected by the proposed action. Include the size of the population(s) and their pertinent demographic characteristics. [A minority population means any readily identifiable group of minority persons including the elderly or disabled (see item 2 below for definitions of Title VI protected minorities) who live in geographic proximity, and if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who will be similarly affected by a proposed program, policy, or activity. Low-Income_Population means any readily identifiable group of low-income persons (having a household income at or below the U.S. Department of Health and Human Services poverty guidelines) who live in geographic proximity, and, if circumstances warrant, geographically dispersed/transient persons (such as migrant workers or Native Americans) who would be similarly affected by a proposed program, policy, or activity.]

☒ **No** minority populations or low-income populations are present in the areas influenced by the project (Process is complete if the No box is checked).

☐ **Yes**, a minority population or low-income population is located in the areas influenced by the project (Complete the remaining items on this Factor Sheet).

Wisconsin Department of Transportation
WETLANDS IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from the first Basic Sheet
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1) Describe proposed work in the wetland(s), e.g., excavation, fill, marsh disposal, other.

The Proposed Action would require some fills at WIS 29 overpass locations, and would include (where applicable) excavation and/or fills, culverts, changes to subgrade, grade, and drainage within wetland areas. Work would also include changes to base course, concrete/asphaltic pavements, and adjustment to utilities.

2) Describe the location of wetland(s) affected by the proposal. Include wetland name(s), if available. (Use maps, sketches, or other graphic aids).

The wetlands that would be affected are located contiguous to Elk Creek and its tributaries and adjacent to the existing WIS 29 corridor (see Existing Resources, Exhibit 4). The Proposed Action does not include any new/additional crossings of Elk Creek. However, an existing crossing of an intermittent stream (WDNR ID: K06NW) by 970th St. just south of the WIS 29/County H(N)/970th St. intersection would be widened to accommodate the new 970th St. overpass approach slopes. This stream is also crossed by the WIS 29/10th St./1010th St. overpass with similar effects as noted above.

There are three types of previously identified wetlands that would be affected by implementation of the Proposed Action including emergent/wet meadow, forested, and emergent/forested wetland types. WisDOT classifies these wetlands as: RPE – riparian wetland (emergent) including sedge and wet meadows, bars and mudflats, shallow and deep marsh in riverine or lacustrine system; RPF – riparian wetland (wooded) including floodplain forests, shrub carr and alder thickets in riverine or lacustrine system; and SM – shallow marsh.

Wisconsin Wetland Inventory classification of these same wetlands (RPE, RPF, SM) is as follows:

Class “E” – Emergent

Subclass “1” – Persistent

Hydrologic Modifier “K” – Wet-soil, Palustrine

Class “T” – Forested

Subclass “3” – Broad-leaved Deciduous

Hydrologic Modifier “K” – Wet-soil, Palustrine

Class “E” – Emergent

Subclass “1” – Persistent

Hydrologic Modifier “H” – Standing water, Palustrine

Special Modifier “g” – Grazed – This modifier describes wetlands which are used for pasturing livestock.

3) This wetland is:

- ☐ Isolated from stream, lake or other water body (e.g., perched wetland).
- ☐ Adjacent (within 5-year floodplain) to a stream thread.
- ☒ Contiguous (in contact) with a stream, lake, or other water body.

Identify corresponding stream, lake, or other water body by name or town-range location:

Elk Creek and associated tributaries

NOTE: If wetland is contiguous or adjacent to a stream, complete Streams Factor Sheet. If wetland is contiguous to a lake or other water body, complete Water bodies Factor Sheet.

4) List any observed or expected waterfowl and wildlife inhabiting or dependent upon the wetland. (List should include both permanent and seasonal residents).

Expected wildlife and waterfowl in wetland areas surrounding Elk Creek include white-tailed deer, cottontail rabbits, ruffed grouse, pheasant, grey squirrel, fox squirrel, muskrat, beaver, mink, weasel, raccoon, skunk, fox, coyote, woodcock, wood duck, mallard, and blue-winged teal. In addition, songbirds, badger, and woodchuck may also be present.

5) Are there any known endangered or threatened species affected by the project?

- ☐ No
- ☒ Yes – Identify the species and indicate whether it is on Federal or State lists.

The US Fish and Wildlife Service has identified Chippewa and Dunn Counties as breeding grounds for the Bald Eagle (federal threatened). The Karner Blue Butterfly (federal endangered) is also found in Chippewa and Dunn Counties in areas of prairie, oak savanna, and jack pine areas with wild lupine.

The WDNR has identified the following special concern, threatened and/or endangered species from state inventories that have the potential to be present within the project study area:

Blanding's Turtle (state threatened) – This species has been observed in wetlands contiguous with Elk Creek and was last observed in 1988. Its primary habitat is shallow marsh areas with emergent vegetation, though it can be found in other habitats. The breeding season occurs from April through September.

Wood Turtle (state threatened) – This species has been observed in Elk Creek and was last observed in 1994. The species prefers deciduous forests and open meadows along moderate- to fast-moving streams and rivers. The breeding season extends from early April through late August.

- ☐ **Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.**

Consultation would occur closer to design/construction to determine the presence of the species identified in item #5 above and/or critical habitat in the area of influence of the Proposed Action. If the presence is determined, a Biological Assessment could be conducted to determine if the Proposed Action is likely to adversely affect species or critical habitat. If necessary, a formal consultation would be initiated to determine appropriate mitigation measures.

- ☐ **Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.**

Consultation with WDNR would occur during the design/construction phase of the project to determine the presence of the above listed species and associated habitat. If species and/or critical habitat is

identified within the project limits, the following mitigation measures have been recommended by WDNR:

Karner Blue Butterfly – A survey to determine the presence of lupine should be conducted closer to design/construction of the Proposed Action. If lupine is present, an additional survey to determine the presence of the butterfly species should also be conducted. Mitigation would be coordinated with WDNR if the species were identified.

Blanding's Turtle – The area of disturbance should be protected by a properly trenched-in silt fence prior to March 1 to prevent the species from nesting and laying eggs in construction areas.

Wood Turtle – If project construction would occur in spring, the perimeter of the area to be disturbed should be protected by properly trenched-in silt fence prior to May 1 to discourage turtles from entering the work area. For construction occurring later than May 1, the silt fence should be installed prior to construction activities and turtles found within the area behind the silt fence removed prior to site disturbance.

6) FHWA Wetland Policy

☐ **Not Applicable - Explain**

☐ **Individual Wetland Finding Required - Summarize why there are no practicable alternatives to the use of the wetland.**

☒ **Statewide Wetland Finding – NOTE: *All must be checked for the Statewide Wetland Finding to apply.***

☒ **Project is either a bridge replacement or other reconstruction within 0.5 km (0.3 mile) of the existing location.**

☒ **The project requires the use of 3 hectares (7.4 acres) or less of wetlands.**

☒ **The project has been coordinated with the WDNR and there have been no significant concerns expressed over the proposed use of the wetlands.**

The Proposed Action uses existing local roadway alignments to determine the locations of overpass crossings of WIS 29. Use of existing alignments minimizes impacts to wetlands and streams located within the project area that cross and/or run parallel to WIS 29. In some cases, wetlands are located on both sides of the existing alignment. Moving overpass locations to new alignments could impact a greater amount of wetland (and other natural and cultural) resources than staying on the existing roadway alignments.

7) Erosion control or storm water management measures that will be used to protect the wetland are shown on either or both the Erosion Factor Sheet or the Stormwater Factor Sheet:

☒ **Yes** ☐ **No - Briefly describe measures to be used**

8) Section 404 Permit ☐ **Not Applicable - No fill to be placed in wetlands**

☒ **Applicable - Fill will be placed in wetlands.**

Indicate area of wetlands filled 3.94 Acres (1.59 Hectares)

☐ **Individual Section 404 Permit required**

☒ **General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404**

Indicate which GP or LOP required:

☒ **Non-Reporting GP**

☐ **Provisional GP**

☐ Provisional LOP

☐ Programmatic GP

9) Section 10 Waters For navigable waters of the United States (Section 10) indicate which Nationwide Permit is required: N/A

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:

☐ Required ☐ Submitted on (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

10) Identify wetland type(s) that will be filled or converted to another use. Use the DOT Wetland Bank System. (See FDM Procedure 24-5-10, Figure 2.) If the National Wetlands Inventory (NWI) or Wisconsin Wetlands Inventory (WWI) are used to identify the types of wetlands, translate them to the DOT Wetland Bank System.

a) Approximate areas of wetlands filled or converted by type.

Wetland Type RPE **Area of Wetland Type** 1.13 Acres (0.457 Hectares)

Wetland Type RPF **Area of Wetland Type** 1.46 Acres (0.591 Hectares)

Wetland Type SM **Area of Wetland Type** 1.35 Acres (0.546 Hectares)

11) Wetland Mitigation - NOTE: Avoidance, minimization, or mitigation is required.

a) Wetland Avoidance.

i) Describe methods used to avoid the use of wetlands, such as using a lower level of improvement or placing the roadway on new location, etc:

The Proposed Action uses existing local roadway alignments to determine the locations of overpass crossings of WIS 29. Use of existing alignments minimizes impacts to wetlands and streams located within the project area that cross and/or run parallel to WIS 29. In some cases, wetlands are located on both sides of the existing alignment. Moving overpass locations to new alignments could impact a greater amount of wetland (and other natural and cultural) resources than staying on the existing roadway alignments.

In areas where frontage road alignments needed to be altered to accommodate the new overpasses, alignments were designed in such a manner as to avoid wetlands to the greatest extent possible and still maintain a safe design.

ii) Indicate the total area of wetlands avoided: N/A

b) Minimize the amount of wetlands affected.

i) Describe methods used to minimize the use of wetlands, such as a steep up of side slopes or use of retaining walls, equalizer pipes, upland disposal of hydric soils, etc.

Wetland impacts were minimized to the extent possible by using the minimum possible slopes for overpasses allowed by WisDOT design standards.

ii) Indicate the total area of wetlands saved through minimization: 0.6 Acres (0.24 Hectares)

c) Compensation for unavoidable loss.

i) Is compensation of unavoidable wetland loss required?

☒ Yes ☐ No

ii) Describe efforts to replace unavoidable wetland loss

☐ Not Applicable

Wetlands would be delineated by WisDOT/WDNR closer to design/construction to determine the exact amount and location of wetlands impacted by the Proposed Action. Following that determination, a wetland mitigation plan would be developed to document the following:

- The impacted wetland acreage by wetland type.
- The plan for on-site restoration and anticipated compensation acreage.
- The proposal for debiting the remaining compensation acreage to a WisDOT wetland mitigation bank site in accordance with provisions of the WisDOT Wetland Mitigation Banking Technical Guidelines.

Note: If type and amount of compensation is known, complete item d) following.

d) Type and amount of compensation

☒ **On-Site Replacement – Wetland replacement located in the general proximity of the project site within the same local watershed. These replacements are often contiguous to the project.**

The potential for on-site mitigation exists in two locations:

- Where small segments of the existing frontage road would be removed/relocated.
- The two 40 acre (16.19 ha) wooded parcels near the western end of the project study area where access and/or the entire parcel may be acquired.

Wetland type of on-site replacement: To be determined.

Total area of on-site replacement: **Acres** (**Hectares**)

☒ **Near-Site or Off-site Replacement – Replacement opportunity for wetland compensation within a 8.05 kilometers (5 mile) corridor centered over the highway alignment or a wetland replacement located away from the project site, generally outside the project's local watershed.**

To be determined (see above).

Wetland type of off-site replacement:

Total area of off-site replacement: **_ Acres** (**_Hectares**)

☐ **No near or off-site replacement – Describe reasons no near or off-site opportunities were found.**

☒ **Wetland Mitigation Bank Site – A wetland compensation site containing wetland credit areas and types from bank developed wetland restoration/creation projects or surplus areas from the wetland compensation projects of specific DOT facility development projects.**

To be determined (see above).

Indicate name or location of wetland mitigation bank site to be used for the replacement of unavoidable wetland loss.

Wetland type of bank-site replacement:

Total area of bank-site replacement: _ Acres (_Hectares)

Describe decision process used to determine the use of the bank-site and provide any coordination documentation with regulatory or resource agencies.

Wetlands would be delineated by WisDOT/WDNR closer to design/construction to determine the exact amount and location of wetlands impacted by the Proposed Action. Following that determination, a wetland mitigation plan would be developed to document the following:

- The impacted wetland acreage by wetland type.
- The plan for on-site restoration and anticipated compensation acreage.
- The proposal for debiting the remaining compensation acreage to a WisDOT wetland mitigation bank site in accordance with provisions of the WisDOT Wetland Mitigation Banking Technical Guidelines.

Wisconsin Department of Transportation
STREAMS AND FLOODPLAINS IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes		Portion of project this sheet is evaluating if different from the first Basic Sheet
1) Name of Stream Elk Creek		2) Location of Stream T28N – R10W Sections 18,19
3) Stream Type Indicate Stream Class if Known <input type="checkbox"/> Unknown <input type="checkbox"/> Warm water <input checked="" type="checkbox"/> Trout-Class <input type="checkbox"/> Wild and Scenic River		4) Size of upstream Watershed Area - Lower Chippewa River Watershed – 5,300 sq. mi (13,727 sq. km) <input checked="" type="checkbox"/> Permanent Flow (year-round) <input type="checkbox"/> Temporary Flow (dry part of year)
5) Stream Characteristics		
a) Substrate <input checked="" type="checkbox"/> Sand <input checked="" type="checkbox"/> Silt <input checked="" type="checkbox"/> Clay <input checked="" type="checkbox"/> Cobbles <input type="checkbox"/> Other-describe:		
b) Average Water Depth 12"	c) Vegetation in Stream <input type="checkbox"/> Absent <input checked="" type="checkbox"/> Present - If known describe: water buttercup, pondweeds, and duckweed.	
d) Identify Fish Species Present Brown Trout, Brook Trout, Sunfish, Darter, Minnow, Dace, Chub, Burbot, Walleye (warm water species located in Elk Creek Lake)	e) If water quality data is available, include this information (e.g. DNR or local discharger might have such records). Water quality information is available from the Elk Creek Fisheries Management Area. Water quality data would be acquired closer to design/construction of the Proposed Action as part of wetland mitigation requirements (see Wetlands Factor Sheet, pg. 28).	

6) Are there any known endangered or threatened species affected by the project?☐ No☒ **Yes - Identify the species and indicate whether it is on Federal or State lists.**

The US Fish and Wildlife Service has identified Chippewa and Dunn Counties as breeding grounds for the Bald Eagle (federal threatened). The Karner Blue Butterfly (federal endangered) is also found in Chippewa and Dunn Counties in areas of prairie, oak savanna, and jack pine areas with wild lupine.

The WDNR has identified the following special concern, threatened and/or endangered species from state inventories that have the potential to be present within the project study area:

Blanding's Turtle (state threatened) – This species has been observed in wetlands contiguous with Elk Creek and was last observed in 1988. It's primary habitat is shallow marsh areas with emergent vegetation, though it can be found in other habitats. The breeding season occurs from April through September.

Wood Turtle (state threatened) – This species has been observed in Elk Creek and was last observed in 1994. The species prefers deciduous forests and open meadows along moderate- to fast-moving streams and rivers. The breeding season extends from early April through late August.

☐ **Section 7 coordination has been completed with the U.S. Fish & Wildlife Service. Describe mitigation required to protect the federally listed endangered species.**

Consultation would occur closer to design/construction to determine the presence of the species identified in item #5 above and/or critical habitat in the area of influence of the Proposed Action. If the presence is determined, a Biological Assessment could be conducted to determine if the Proposed Action is likely to adversely affect species or critical habitat. If necessary, a formal consultation would be initiated to determine appropriate mitigation measures.

☐ **Coordination with DNR has been completed. Describe mitigation required to protect the State listed species.**

Consultation with WDNR would occur during the design/construction phase of the project to determine the presence of the above listed species and associated habitat. If species and/or critical habitat is identified within the project limits, the following mitigation measures have been recommended by WDNR:

Karner Blue Butterfly – A survey to determine the presence of lupine should be conducted closer to design/construction of the Proposed Action. If lupine is present, an additional survey to determine the presence of the butterfly species should also be conducted. Mitigation would be coordinated with WDNR if the species were identified.

Blanding's Turtle – The area of disturbance should be protected by a properly trenched-in silt fence prior to March 1 to prevent the species from nesting and laying eggs in construction areas.

Wood Turtle – If project construction would occur in spring, the perimeter of the area to be disturbed should be protected by properly trenched-in silt fence prior to May 1 to discourage turtles from entering the work area. For construction occurring later than May 1, the silt fence should be installed prior to construction activities and turtles found within the area behind the silt fence removed prior to site disturbance.

7) If bridge replacement, are migratory bird nests present? N/A

☐ **No**

☐ **Yes – Identify Bird Species present**

Estimated number of nests is: _

8) Is a U.S. Fish & Wildlife Depredation Permit required to remove migratory bird nests?

☒ **Not Applicable** ☐ **Yes** ☐ **No - Describe mitigative measures**

9) Describe land adjacent to stream. If wetland, give type.

The Proposed Action does not include crossings of Elk Creek. However, an existing crossing of an intermittent stream (WDNR ID: K06NW) by 970th St. just south of the WIS 29/County H(N)/970th St. intersection would be widened to accommodate the new 970th St. overpass approach slopes. This stream is also crossed by the WIS 29/10th St./1010th St. overpass with similar effects as noted above.

The following wetlands with the potential to be affected are present along Elk Creek and its tributaries (see Wetland Factor Sheet, pg. 28):

RPE – riparian wetland (emergent) including sedge and wet meadows, bars and mudflats, shallow and deep marsh in riverine or lacustrine system

RPF – riparian wetland (wooded) including floodplain forests, shrub carr and alder thickets in riverine or lacustrine system

10) Identify upstream or downstream dischargers or receivers (if any) within 1/2 mile (0.8 kilometers) of the project site. N/A

11) Section 404 Permit ☐ **Not Applicable - No fill to be placed in wetlands**

☒ **Applicable - Fill will be placed in wetlands.**

Indicate area of wetlands filled 3.94 Acres (1.59 Hectares)

☐ **Individual Section 404 Permit required**

☒ **General Permit (GP) or Letter Of Permission (LOP) required to satisfy Section 404**
Indicate which GP or LOP required:

- ☒ **Non-Reporting GP** ☐ **Provisional GP**
☐ **Provisional LOP** ☐ **Programmatic GP**

12) Section 10 Waters - For navigable waters of the United States (Section 10) indicate whether the U.S. Coast Guard has been notified? N/A

☒ **No** ☐ **Yes - Describe results of Notification**

Identify which Nationwide Section 404 Permit is required

None required.

Indicate whether Preconstruction Notification (PCN) to the U.S. Corps of Engineers (USACE) is:
☐ **Required** ☐ **Submitted on** (Date)

Status of PCN

USACE has made the following determination on (Date)

USACE is in the process of review, anticipated date of determination is: (Date)

13) Describe proposed work in, over, or adjacent to stream. Indicate whether the work is within the 100-year floodplain and whether it is a crossing or a longitudinal encroachment. (Note: U.S. Coast Guard must be notified when Section 10 waters are affected by a proposal)

The Proposed Action would require some fills at WIS 29 overpass locations, and would include (where applicable) excavation and/or fills, culverts, changes to subgrade, grade, and drainage within wetland areas. Work would also include changes to base course, concrete/asphaltic pavements, and adjustment to utilities.

14) Discuss the effects of any backwater which would be created by the proposed action. Indicate whether the proposed activities would be consistent with NR 116, the National Flood Insurance Program, and Governor's Executive Order #73. N/A

15) Describe and provide the results of coordination with any floodplain zoning authority. N/A

16) Would the proposal or any changes in the design flood, or backwater cause any of the following impacts?

- ☒ **No impacts would occur**
☐ **Significant interruption or termination of emergency vehicle service or a community's only evacuation route**
☐ **Significant flooding with a potential for property loss and a hazard to life**
☐ **Significant impacts on natural floodplain values such as flood storage, fish or wildlife habitat, open space, aesthetics, etc.**

17) Discuss existing or planned floodplain use and briefly summarize the project's effects on that use.

The Proposed Action would not affect the use of a 100-year floodplain.

18) Discuss probable direct impacts to water quality within the floodplain, both during and after construction. Include the probable effects on plants, animals, and fish inhabiting or dependent upon the stream. N/A

**19) Describe proposed measures to minimize adverse effects or to enhance beneficial effects.
N/A**

20) Erosion control or storm water management measures which will be used to protect the stream are shown on The Erosion Control Factor Sheet and the Stormwater Management Factor Sheet:

☒ **Yes**

☐ **No – Briefly describe measures to be used such as sheet piling, cofferdam, turbidity barrier, barges, construction blackout window, etc.**

Wisconsin Department of Transportation
Erosion Control

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from the first Basic Sheet
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1) Give a brief description of existing and proposed slopes in the project area, both perpendicular and longitudinal to the project. Include both existing and proposed slope length and percent slope.

The proposed longitudinal grades along the reference line of the overpass roadways vary from – 4.3% to +7.0%. Connecting frontage road longitudinal grades vary from – 3.7% to +7.8%.

2) Indicate all natural resources in the project vicinity that are sensitive to erosion, sedimentation, or water quality degradation.

☒ **Yes - Sensitive resources exist in the project area.**

☒ **River/stream** ☒ **Wetland** ☐ **Lake** ☒ **Endangered species habitat**

☐ **Other - Describe**

☐ **No - There are no sensitive resources affected by the proposal.**

3) Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

River/stream

The Proposed Action would involve the widening of two crossings of an unnamed intermittent stream. In stream disturbance would be limited to the minimum amount necessary and erosion control measures would be implemented. Erosion control measures implemented would conform to the standard specifications listed in the WisDOT's Standards Specifications for Road and Bridge Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Wetland

The wetlands that would be affected are located contiguous to Elk Creek and its tributaries and adjacent to the existing WIS 29 corridor. Approximately 3.94 acres (1.53 ha) of wetlands would be affected.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Coordination with WDNR would also occur closer to design/construction for compliance with TRANS 401 and the WisDOT/WDNR cooperative agreement. Temporary and permanent erosion control methods would include:

- Silt fence and/or silt screen at the toe of fill slopes to avoid accumulation in wetland areas.
- Erosion mat for sheet flow conditions on long fill slopes adjacent to wetland areas.
- Inlet protection measures at all crossing culverts and area drains as required.
- Temporary ditch checks, erosion mat and rip rap would be used as appropriate for ditch and swale drainage that may transmit silt to adjacent wetlands.
- Permanent seed or sod would be used on finished topsoil surfaces.

Endangered species habitat

Species of threatened or endangered status from both state and federal lists are known to exist in Dunn County, Chippewa County, and near portions of Elk Creek. WisDOT would coordinate with WDNR and

US F&W closer to design/construction of the Proposed Action to determine the presence of species and/or critical habitat within the project area of influence. If species and or critical habitat are found, WisDOT would follow WDNR recommended mitigation methods as described in Wetlands Factor Sheet, Item # 5, pg. 29.

4) Indicate all circumstances requiring additional or special consideration.

- a) ☐ **Yes - Additional or special circumstances exist. Indicate all that are present.**
- ☐ **Areas of groundwater discharge**
☐ **Areas of groundwater recharge**
- ☐ **Overland flow/runoff**
☐ **Long or steep cut or fill slopes**
- ☐ **Other - Describe**
- b) ☐ **Yes - Describe any unique or atypical erosion control measures to be used to manage additional or special circumstances.**
- c) ☒ **No - Additional or special circumstances are not present**

5) Have erosion control measures received consensus from:

[No] **DNR** [N/A] **County Land Conservation Committee** [N/A] **Native American Tribe**

All Erosion Control measures identified in the Erosion Control Plan shall be coordinated through the DNR liaison process and TRANS 401 except when Tribal lands of Native Americans are involved. DNR does not issue concurrence without Erosion Control plans. In addition, TRANS 401 requires the contractor prepare an Erosion Control Implementation Plan (ECIP), which identifies timing and staging of the project's erosion control measures. On Tribal lands, coordination for 402 (erosion) concerns are either to be coordinated with the tribe affected or with the U.S. Environmental Protection Agency (EPA). EPA or the Tribes have the 401 water quality responsibility on Trust lands., describe how the Erosion Control /Storm water Management plan will be coordinated with Native American Tribes.

6) Describe overall Erosion Control strategy to minimize adverse effects and/or enhance beneficial effects.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Coordination with WDNR would also occur closer to design/construction for compliance with TRANS 401 and the WisDOT/WDNR cooperative agreement. Temporary and permanent erosion control methods would include:

- Silt fence and/or silt screen at the toe of fill slopes to avoid accumulation in wetland areas.
- Erosion mat for sheet flow conditions on long fill slopes adjacent to wetland areas.
- Inlet protection measures at all crossing culverts and area drains as required.
- Temporary ditch checks, erosion mat and rip rap would be used as appropriate for ditch and swale drainage that may transmit silt to adjacent wetlands.
- Permanent seed or sod would be used on finished topsoil surfaces.

An Erosion Control Implementation Plan (EICP) would be prepared by the contractor and approved by WisDOT prior to construction. WDNR would be given the opportunity to review the EICP and provide comments.

7) Identify the temporary and permanent erosion control measures to be utilized on the project.

☒ Minimize the amount of land exposed at one time ☒ Seeding and mulching of exposed soils

☐ Erosion bales

☐ Detention basin

☒ Temporary seeding

☐ Sediment trap

☒ Silt fence

☐ Pave haul roads

☒ Ditch checks

☐ Dust abatement

☒ Erosion control re-vegetative mat

☐ Turf reinforcement mat

☒ Ditch or slope sodding

☒ Rip Rap

☐ Soil Stabilizer

☐ In-Stream Sediment Trap

☒ Inlet Protection

☒ Separating construction from live water - Describe method: silt fence and/or silt screen

☐ Other - Describe:

Wisconsin Department of Transportation
Storm Water Management

<p>Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km).</p> <p>Is this the Preferred Alternative? Yes</p>	<p>Portion of project this sheet is evaluating if different from the first Basic Sheet</p>
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Surrounding land use and a discussion of adopted plans are described on Basic Sheet 4

1) Indicate whether any natural resources exist in the project vicinity that are sensitive to water quality degradation.

☒ **Yes - Sensitive resources exist in the project area.**

☒ **River/stream** ☒ **Wetland** ☐ **Lake** ☒ **Endangered species habitat**

☐ **Other - Describe**

☐ **No - There are no sensitive resources affected by the proposal.**

2) Identify each sensitive resource affected and provide specific recommendations on the level of protection needed.

River/stream

The Proposed Action would involve the widening of two crossings of an unnamed intermittent stream. In stream disturbance would be limited to the minimum amount necessary and erosion control measures would be implemented. Erosion control measures implemented would conform to the standard specifications listed in the WisDOT's Standards Specifications for Road and Bridge Construction.

WisDOT, through TRANS 401 and the Cooperative Agreement, would comply with the substantive permit requirements of Chapter 147 Wis. Stats., Wisconsin Pollutant Discharge Elimination System.

Wetland

The wetlands that would be affected are located contiguous to Elk Creek and its tributaries and adjacent to the existing WIS 29 corridor. Approximately 3.94 acres (1.53 ha) of wetlands would be affected.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Coordination with WDNR would also occur closer to design/construction for compliance with TRANS 401 and the WisDOT/WDNR cooperative agreement. Temporary and permanent erosion control methods would include:

- Silt fence and/or silt screen at the toe of fill slopes to avoid accumulation in wetland areas.
- Erosion mat for sheet flow conditions on long fill slopes adjacent to wetland areas.
- Inlet protection measures at all crossing culverts and area drains as required.
- Temporary ditch checks, erosion mat and rip rap would be used as appropriate for ditch and swale drainage that may transmit silt to adjacent wetlands.
- Permanent seed or sod would be used on finished topsoil surfaces.

Endangered species habitat

Species of threatened or endangered status from both state and federal lists are known to exist in Dunn County, Chippewa County, and near portions of Elk Creek. WisDOT would coordinate with WDNR and US F&W closer to design/construction of the Proposed Action to determine the presence of species and/or critical habitat within the project area of influence. If species and or critical habitat are found, WisDOT would follow WDNR recommended mitigation methods as described in Wetlands Factor Sheet, Item # 5, pg. 29.

3) Indicate whether circumstances exist in the project vicinity requiring additional or special consideration.

- a) ☐ **Yes - Additional or special circumstances exist. Indicate all that are present.**
- | | |
|--|--|
| <input type="checkbox"/> Areas of groundwater discharge | <input type="checkbox"/> Areas of groundwater recharge |
| <input type="checkbox"/> Overland flow/runoff | <input type="checkbox"/> Long or steep cut or fill slopes. |
| <input type="checkbox"/> Cold water stream | <input type="checkbox"/> Impaired waterway |
| <input type="checkbox"/> Exceptional/outstanding resource waters | <input type="checkbox"/> Other - Describe |
- b) **Describe any unique, innovative, or atypical Storm Water Management measures to be used to manage additional or special circumstances. N/A**
- c) ☒ **No - Additional or special circumstances are not present**

4) Indicate whether any Drainage District may be affected by the project.

- ☐ **Yes - Identify the affected drainage district**
- | | |
|---|-----------------|
| Initial coordination with drainage board has been completed | Discuss results |
| Initial coordination with DATCP has been completed | Discuss results |
- ☒ **No - There will be no effects to a recognized drainage district.**

5) Indicate whether the project is within DOT's storm water management area. (NOTE: See Procedure 20-30-1, Figure 1, Attachment A4 the Cooperative Agreement between the Wisconsin Departments of Transportation and Natural Resources. Contact BoE's Storm Water Engineer or the District Environmental Coordinator for more details on the following areas).

- ☐ **Yes - The project affects one of the following regulated by a WPDES storm water discharge permit issued by the DNR.**
- ☐ *A DOT storm sewer system located within Phase One Municipalities (cities over 100,000 population).*
- ☐ *A DOT storm sewer system located within the five (5) Great Lakes Areas of Concern.*
- ☐ *A DOT storm sewer system located within Municipalities having populations of 50,000 or more where non-point source priority watershed projects are being implemented.*
- ☐ *A DOT storm sewer system designated pursuant to NR 216.02 (4) Wis. Admin. Code.*
- ☒ **No - The project is outside of WisDOT's storm water management area.**

6) Describe the overall storm water management strategy to minimize adverse effects and enhance beneficial effects.

Standard WisDOT erosion control methods would be used during construction as per WisDOT Standard Specifications for highway and structure construction. Coordination with WDNR would also occur closer to design/construction for compliance with TRANS 401 and the WisDOT/WDNR cooperative agreement. Temporary and permanent erosion control methods would include:

- Silt fence and/or silt screen at the toe of fill slopes to avoid accumulation in wetland areas.
- Erosion mat for sheet flow conditions on long fill slopes adjacent to wetland areas.
- Inlet protection measures at all crossing culverts and area drains as required.

- Temporary ditch checks, erosion mat and rip rap would be used as appropriate for ditch and swale drainage that may transmit silt to adjacent wetlands.
- Permanent seed or sod would be used on finished topsoil surfaces.

A Stormwater Management Plan would be developed and incorporated into the project's design to reduce or minimize runoff effects to surrounding waters of the State in coordination with WDNR. Construction site erosion and sediment control would be part of the project's design and construction as set forth in TRANS 401 Wis. Adm. Code and the WisDOT/WDNR Cooperative Agreement.

7) Indicate how the storm water management plan will be compatible with the storm water strategy.

See Item #6 above.

8) Identify the storm water management measures to be utilized on the project.

- | | |
|---|---|
| <input checked="" type="checkbox"/> Grass-lined conveyance (parallel to flow) | <input type="checkbox"/> In-line storm sewer treatment – Describe |
| <input type="checkbox"/> Vegetated filter strips (perpendicular to flow) | <input checked="" type="checkbox"/> Catch basins |
| <input checked="" type="checkbox"/> Distancing outfalls from waterway edge | <input type="checkbox"/> Detention / retention basins |
| <input type="checkbox"/> Constructed storm water wetlands | <input type="checkbox"/> Infiltration basin / trench |
| <input type="checkbox"/> Other - Describe | |

9) Are there any property acquisitions for storm water management purposes?

- ☒ No - There are no property acquisitions acquired for Storm Water Management purposes.
- ☐ Yes - Complete the following:
- ☐ Safety measures are not needed for potential conflicts with existing and expected surrounding land use.
- ☐ Safety measures are needed for potential conflicts with existing and expected surrounding land use.

Describe proposed safety measures:

Wisconsin Department of Transportation
AIR QUALITY IMPACT EVALUATION

Alternative: C - I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from the first Basic Sheet
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Carbon Monoxide**1) Is this project exempt from air quality analysis under Wisconsin Administrative Code - NR 411?**

- ☐ **No - NR 411 exemptions do not apply**
- ☒ **Yes - NR 411 exemption(s) apply - Identify exemption(s) and explain why project is exempt.**

The Proposed Action is located in Dunn and Chippewa Counties, Wisconsin.

Dunn County

In Dunn County, the proposed improvements are located outside of a metropolitan county. Any modifications to existing roads would have less than two additional lanes of traffic. In addition, any new road (including grade-separated crossings of WIS 29) or modified road would have a peak hour volume of less than 1,800 motor vehicles per hour within the next ten years assuming existing land uses remain constant. The portion of the project located in Dunn County is therefore exempt from obtaining a construction and operation permit for indirect sources (Wis. Adm. Code NR 411.04(2)(b)).

Chippewa County

Chippewa County is considered a metropolitan county lying within a Metropolitan Statistical Area (MSA). The portion of the project located in Chippewa County meets all of the following criteria and is therefore exempt from obtaining a construction and operation permit for indirect sources:

- Grade-separated crossings of WIS 29 and associated new road segments would have peak hour volumes less than 1,200 motor vehicles per hour within ten years of construction assuming existing land uses remain constant (Wis. Adm. Code NR 411.04(2)(b)1).
- Modification to local roads as a result of the Proposed Action would not result in a peak hour volume in excess of 1,200 motor vehicles per hour on the modified roads within ten years of construction assuming existing land uses remain constant (Wis. Adm. Code NR 411.04(2)(b)2).
- The portion of the project located in Chippewa County is located within a metropolitan county and therefore Wis. Adm. Code NR 411.04(2)(b)3 and Wis. Adm. Code NR 411.04(2)(b)4 do not apply.
- The Proposed Action does not include a shift in intersection approach legs for existing intersections of local roads with WIS 29. All existing intersections are to be removed or converted to grade-separated crossings (Wis. Adm. Code NR 411.04(2)(b)5).

2) An air quality analysis was required.

- ☒ **No**
- ☐ **Yes - Identify the air quality modeling technique or program used to perform the analysis. (Attach Carbon Monoxide Worksheet to this Factor Sheet to illustrate results.)**

3) If an air quality analysis was performed, will a Construction Permit be required to address air quality before the project may proceed?

N/A - An air quality analysis was not required (see #2 above).

- ☐ **No**
- ☐ **Letter of concurrence from DNR Bureau of Air Management requested. (See attached request letter - Exhibit __).**

☐ Letter of concurrence received from DNR Bureau of Air Management. (See attached Exhibit ____).

☐ Yes - Indicate:

(DATE) Date permit requested

OR

(DATE) Date of Permit

Ozone

4) Is the project located in a county that is designated non-attainment or maintenance for ozone?

☒ No

☐ Yes - If yes one of the following boxes must be checked.

☐ This project is included in the (NAME TRANSPORTATION PLAN) and in the (NAME TRANSPORTATION IMPROVEMENT PROGRAM [TIP]) endorsed by the (NAME OF MPO), the region's Metropolitan Planning Organization. The TIP was found to conform by the FHWA and FTA (Date). The project is included in the TIP as project number (TIP PROJECT NUMBER).

☐ This project is located outside of a Metropolitan Planning Organization's boundaries and has received a positive conformity determination per the rural conformity section of the WisDOT/WDNR Memorandum Of Agreement regarding determination of conformity.

☐ This project is exempt per 40 CFR 93.134.

☐ Other, describe.

Wisconsin Department of Transportation
CONSTRUCTION STAGE SOUND QUALITY IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating if different from the first Basic Sheet
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1) Identify and describe residences, schools, libraries, or other noise sensitive areas near the proposed action and which will be in use during construction of the proposed action. Include the number of persons potentially affected.

The Proposed Action would directly affect only a small number of people. In Dunn County, residences are widely scattered and would realize little change noise levels. In Chippewa County there are two higher density residential clusters. The first is between 20th St. and County M. There are approximately 65 residences within one-half mile of the Proposed Action at County M and 20th St. The second higher density residential cluster is near 40th St. in the Town of Wheaton. Within one-half mile of 40th St. there are approximately 20 residences and a fire station. The effects to both of these clusters of development would be localized and temporary.

2) Describe the types of construction equipment to be used on the project. Discuss the expected severity of noise levels including the frequency and duration of any anticipated high noise levels.

The noise generated by construction equipment will vary greatly, depending on equipment type/model/make, duration of operation and specific type of work effort. However, typical noise levels may occur in the 67 to 107 dBA range at a distance of 50 feet (15.2 meters).

The types of construction equipment that are likely to be used on the project along with the corresponding maximum level allowed by the EPA in decibels at 15.2 meters (50 ft.) from specific machine are located below. Data was estimated from Figure 2-36 of the Report to the President and Congress on Noise, prepared by EPA, February, 1972.

Earthmoving	Approx. Max. dBA Allowed
Compactors (Rollers)	71 - 75
Front Loaders	74 - 86
Backhoes	72 - 94
Tractors	77 - 97
Scrapers, Graders	80 - 84
Pavers	86 - 89
Trucks	82 - 94

Materials Handling	Approx. Max. dBA Allowed
Concrete Mixers	75 - 88
Concrete Pumps	82 - 85
Cranes (Moveable)	75 - 88
Cranes (Derrick)	86 - 88

Stationary	Approx. Max. dBA Allowed
Pumps	68 - 72
Generators	72 - 83
Compressors	76 - 87

Impact Equipment	Approx. Max. dBA Allowed
Pneumatic Wrenches	82 - 88
Jack Hammers and Rock Drills	81 - 98
Impact Pile Drivers (Peaks)	93 - 106

Other	Approx. Max. dBA Allowed
Vibrator	68 - 82
Saws	72 - 83

This figure shows typical noise levels for a variety of construction equipment. Adverse effects related to construction noise are anticipated to be of a localized, temporary, and transient nature.

3) Describe the construction stage noise abatement measures to minimize identified adverse noise effects.

To reduce the potential impact of construction noise, the special provisions for this project will require that motorized equipment shall be operated in compliance with all applicable local, state, and federal laws and regulations relating to noise levels permissible within and adjacent to the project construction site. At a minimum, the special provisions will require that motorized construction equipment shall not be operated between 10:00 PM and 6:00 AM without the prior written approval of the project engineer. All motorized construction equipment will be required to have mufflers constructed in accordance with the equipment manufacturer's specifications or a system of equivalent noise reducing capacity. It will also be required that mufflers and exhaust systems be maintained in good working condition, free from leaks and holes.

Wisconsin Department of Transportation
TRAFFIC NOISE IMPACT EVALUATION

Alternative: C – I-94 to in Dunn County to County
T in Chippewa County. Approximately 9.25 miles
(14.88 km).

Is this the Preferred Alternative? Yes

**Portion of project this sheet is evaluating if different from the first
Basic Sheet**

Need for Noise Analysis

**1) Based upon a consideration of the traffic, roadway, terrain, and receiver characteristics
affecting sound levels, could there be an increased traffic sound level as a result of this action?**

☒ **No - Complete only the Construction Noise Factor Sheet.**

A traffic noise analysis is not required for the Proposed Action. No effects are anticipated per Wisconsin Administrative Code – TRANS 405.

A noise analysis was completed in 1997 as part of the EIS for construction of this segment of WIS 29. Conversion of WIS 29 to a freeway section would not result in a substantial shift of traffic to other roadways. A new noise analysis is not needed.

☐ **Yes – Complete the Construction Noise Factor Sheet and the rest this Factor Sheet.**

Wisconsin Department of Transportation

HAZARDOUS SUBSTANCES OR UNDERGROUND STORAGE TANKS (UST's)

REV 11-21-96

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km).

Is this the Preferred Alternative? Yes

Portion of project this sheet is evaluating if different from the first Basic Sheet

1) Briefly describe the results of the initial project review on the parcels affected by this project.

An initial Phase I or Reconnaissance and Record Search was conducted on properties within 0.25 mile (0.40 km) of the proposed WIS 29 right-of-way located in the town of Elk Mound, Dunn County, and the town of Wheaton, Chippewa County, Wisconsin. Fourteen properties were initially evaluated as hazardous materials sites with potential adverse environmental impact to the project. The evaluation included a site visit to observe site conditions, review of Federal and State environmental record databases, review of historic topographic maps and aerial photographs, and conduct interviews with regulatory personnel and persons knowledgeable of the project location to assess current and former operations.

2) Indicate the type(s) of contamination (if any) suspected to be affecting sites in the project area.

Ten sites were assessed and determined to be unlikely to have adverse environmental impact to the project.

Four properties located adjacent to or within 0.25 mile (0.40 km) of the proposed WIS 29 right-of-way were identified as having potential environmental concerns within the corridor. None of the sites have been identified on environmental databases, however, each property has historic land use that may warrant environmental concern. The four sites with potential adverse environmental impacts to the project include:

- Alfred Jensen estate located in the southeast quarter of the southeast quarter of Section 15, Town 28 North, Range 11 West. Materials of environmental concern include miscellaneous debris and potential of environmental contamination from historic farm operations.
- Jerry Garr residence located in the southwest quarter of the southwest quarter of Section 13, Town 28 North, Range 9 West. Materials of environmental concern include miscellaneous debris observed during field investigation, and potential of environmental contamination from historic farm operations.
- Electrical substation located at the WIS 29 frontage road/10th St./1010th St. intersection. Materials of concern include PCB's that may have been spilled at the site but not documented.
- Allen Christopherson property located in the southeast quarter of the southeast quarter of Section 13, Towns 28 North, Range 11 West. Materials of concern include diesel and gasoline from an underground storage tank that was identified during interviews, but not documented in the LUST or RST databases, and potential of environmental contamination from historic farm operations.

3) Indicate the number and identify the parcels which are determined to require an Environmental Site Investigation or for which the Initial project review was not conducted.

Four sites were identified as having potential environmental concern within 0.25 mile (0.40 km) of the proposed WIS 29 right-of-way. The four sites are listed above. These sites include: three private residences, and an electrical substation.

4) Describe proposed course of action to avoid hazardous materials contamination for this project. For example, changes in location, changes in design, remediation of contaminated areas, etc.

A Phase II Subsurface Investigation or special standard provisions proposed for design/construction is recommended if any of the four sites identified with the potential to have an adverse environmental impact to the project need to be acquired for the Proposed Action. If contaminated soil is encountered during construction activities, it would need to be sampled and disposed of in accordance with applicable statutes and rules, and may be considered a solid or hazardous waste.

Wisconsin Department of Transportation
AESTHETICS

Alternative: C – I-94 to in Dunn County to County T in Chippewa County. Approximately 9.25 miles (14.88 km). Is this the Preferred Alternative? Yes	Portion of project this sheet is evaluating If different from the first Basic Sheet.
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1) Identify the alternative discussed on this sheet if it is different from the proposed action addressed in item on the first Basic Sheet or is different from the "Preferred Alternative" identified on the second Basic Sheet.

N/A

2) Identify and briefly describe the visual character of the landscape. Include elements in the view shed such as landforms, water bodies, vegetation and human developments.

The landscape of the project area lies within the towns of Elk Mound and Wheaton, Wisconsin. The landscape is comprised of rolling farmland with small areas of wooded lands too steep to support agricultural activities. Wooded lands are primarily deciduous containing oak, maples, elms, birches, aspen, and other tree species. Agriculture is the primary landform in the project area, but some areas of wetlands also exist primarily along streams crossings of WIS 29. Wetland areas support cattails, sedges, and wildlife.

Other elements in the view shed include an area of wooded rural residential development located south of and adjacent to WIS 29 in the town of Wheaton. A small park located behind the town fire station is also visible from the corridor, though its aesthetic value is minimal in comparison to other elements in the view shed.

3) Indicate the visual quality of the view shed and identify landscape elements that would be visually sensitive.

Rolling farm land can provide aesthetically pleasing views for highway users. This type of land form provides long views of the surrounding countryside. The majority of these view sheds are comprised of agricultural vistas, however, some wooded and wetland areas are also visible from the highway.

4) Identify the viewers who will have a view of the improved transportation facility and those with a view from the improved transportation facility. Indicate the relative numbers (low, medium, high) of each group.

The viewers who would have a view of the improved transportation facility include local residents and farm operators and their employees. The number of viewers who would have a view **of** the improved transportation facility is expected to be low, due to the corridor's low-density population, the location of improvements adjacent to and within the existing right-of-way, and the nature of the Proposed Action.

The number of viewers who would have a view **from** the improved transportation facility is expected to be high due to the number of through travelers in the area. Projected average Annual Daily Traffic (AADT) of the Proposed Action is expected to reach 13,000 by the year 2025.

Low = 1 to 1,000 viewers/day

Medium = 1,000 to 5,000 viewers/day

High = 5,000 viewers or more/day

5) Indicate the relative time of day (morning, afternoon, evening, night) and the approximate amount of viewing time each viewer group would have each day.

Most local residents, employees, and visiting travelers would expect to view the corridor as much as they do currently. Those who would reside or work near the newly located corridor would have similar viewing

time as their existing view. Specific viewing days and times would vary according to individual lifestyles. Viewing time could range from seconds to hours, and would likely be measured in minutes per day. The majority of viewing of these individuals would occur in the morning and afternoon and taper off during the evening hours.

Those individuals with a view from the improved transportation facility (local and through traffic, commuters, truck traffic, etc.) would expect to view the corridor at all times during the day, though the majority would use the corridor between 7:00 – 9:00 A.M. and 4:00 – 6:00 P.M., peak commuting hours. Viewing time would likely be measured in seconds to minutes per viewer per trip. The viewing time would remain essentially the same for this group.

6) Describe whether and how the project would affect the visual character of the landscape.

The Proposed Action would have a minimal effect on the existing landscape. Changes in landscape character would be minimal due to the recent construction of a four-lane WIS 29 facility. The highest potential for changes to the visual character could occur at grade-separated crossings of WIS 29. New structures at the WIS 29/40th St., WIS 29/10th/1010th St., WIS 29/County H (N), and WIS 29/County H (S) intersections their approaches and associated roadway grades would be visible in the landscape.

7) Indicate the effects the project would have on the viewer groups.

The effects of the project are expected to be similar to existing conditions. New overpasses of WIS 29 (see Item #6) at some intersections could occupy a greater portion of the horizon for residents within the project area. The effects would be similar to existing grade-separated crossings along the WIS 29 corridor.

Users of the facility are expected to have similar views from the facility as those that currently exist. The additional overpasses could alter existing view sheds due to added structures, slopes, and roadway grade, but the effect is anticipated to be minor.

8) Discuss mitigation measures to avoid or minimize adverse visual effects or enhance positive aesthetic effects of the project.

The aesthetic feel of the existing corridor is rural in character. The conversion of WIS 29 to a freeway facility would promote the rural character of the area by limiting access and its tendency to intensify the land use. Access changes and access management techniques on WIS 29 would help promote and maintain rural landscapes better than at-grade intersections, which could allow for highway-dependent land uses to compete with rural land uses on the corridor.

Wisconsin Department of Transportation		
THIS SHEET FOR USE AFTER PUBLIC AVAILABILITY PERIOD		
Project ID	Highway	County
Alternative	Segment Termini	
Date of Public Notice	In: (Name of Newspaper)	Dates Environmental Assessment made available to Public From: To:

1) Public Hearing:

☐ Was not required, explain.

☐ Opportunity was given but no hearing was held

☐ No requests for a public hearing were received

☐ Requests for a public hearing were not substantial

☐ Was held on

2) Summary and disposition of public hearing comments and/or comments resulting from Public Notice of Availability. Include a summary of the changes to the environmental document or the project resulting from comments. (Note: Alternatives proposed by the public and subsequently rejected should be identified and the reasons for rejecting them included).

3) Describe selected alternative.

☐ Selected alternative is the same as that described on the first Basic Sheet

☐ Selected alternative is different from that described on the first Basic Sheet Explain changes or why another alternative was selected.

Wisconsin Department of Transportation
**USE THIS SHEET AFTER COMPLETION OF
ENVIRONMENT SITE INVESTIGATION**

Project ID	Highway	County
Alternative	Segment Termini	

- 1) Briefly describe the results of the Environmental Site Investigation(s) and identify the parcels investigated.

- 2) Indicate the type(s) of contamination discovered and briefly describe any remediation that would need to be undertaken to clean up the site.

- 3) Describe the course of action to be taken for this project.
 - a) ☐ Avoid contaminated site - Explain (For example, location changes, changes in design, no improvements, changes in project concept, etc.)

 - b) ☐ Contaminated site unavoidable - Explain why the involvement with hazardous materials contamination is unavoidable.